DeLoreanWorld

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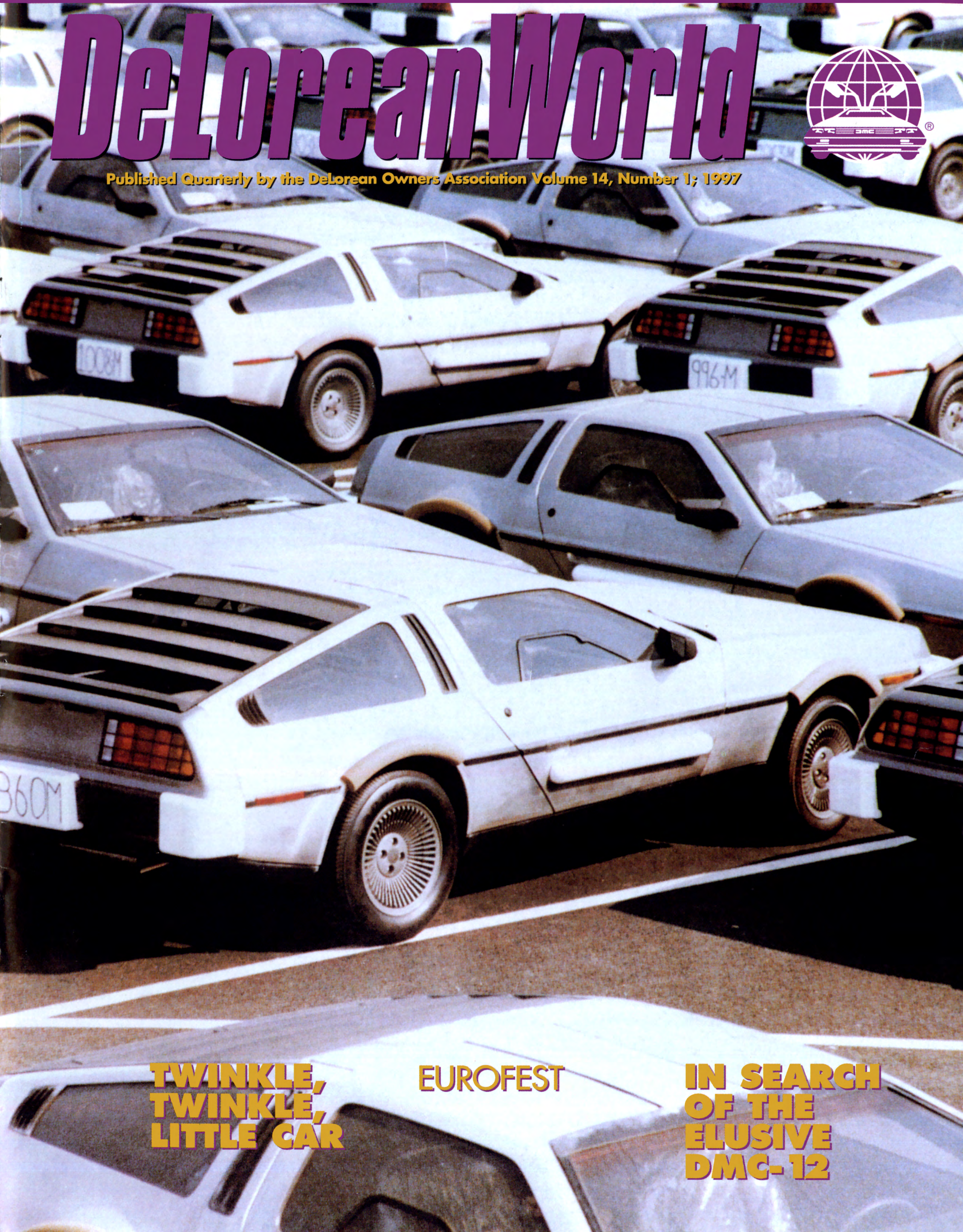
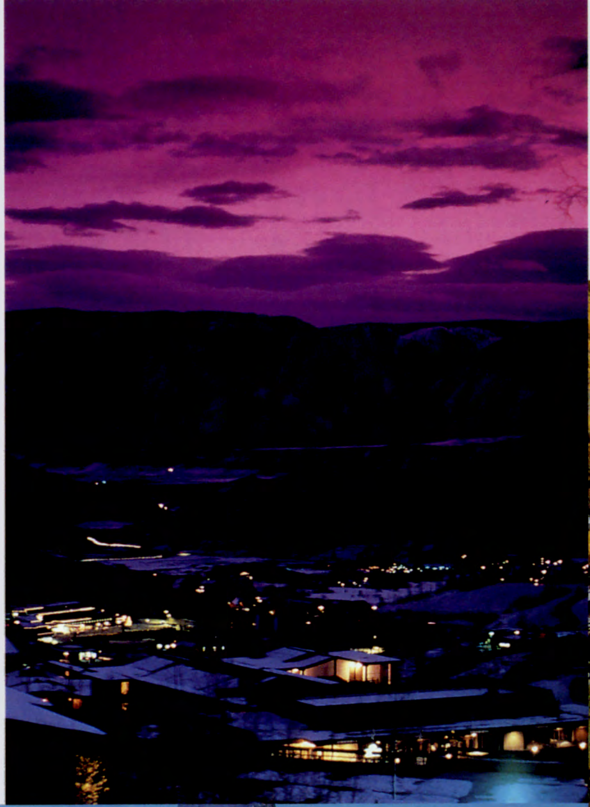


TWINKLE, TWINKLE, LITTLE CAR

EUROFEST

IN SEARCH OF THE ELUSIVE DMC-12



Come enjoy the fun, excitement, luxury, sights, romance, scents and sounds of the Rockies at DeLorean Expo '97.

August 28 through 31, 1997

SNOWMASS
AT ASPEN

COVER PHOTO:
DeLoreans await shipping
at Dunmurry Factory, 1981
provided by Robert Lamrock

DELOREAN WORLD

Volume 14, Number 1; 1997

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DeLoreanWorld

DeLorean World, Volume 14, Number 1; 1997

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Marcie Haug
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(818) 547-3638

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http://www.delorean-owners.org

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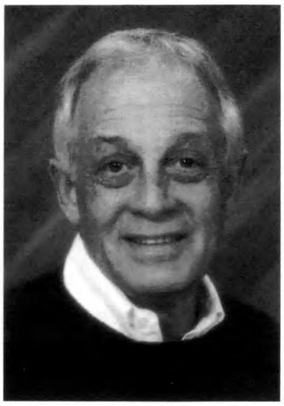
PRESIDENT'S MESSAGE

By Ed Bernstein



Thirty-four months and counting down to the year 2000.

Don't get me wrong, I'm not wishing my life away just to arrive at a milestone on the calendar (I achieve that on the 15th of every month when the bills are due). It's just fun to set goals and then work to achieve them.

For those of us that desire more immediate gratification, you will want to be aware that today's $27,500.00 DeLorean automobile will increase in price on April 1, 1997 to $30,000.00. Nine months later, on January 1, 1998, that same DeLorean will increase to $35,000.00 or maybe even $37,500.00.

How do I know? Believe me, I know!

Rick Cole of Classic Automobile Auction fame predicted a few years ago that a good DeLorean automobile would be $30,000.00 to $40,000.00 by the end of 1998. What he didn't say was that a "like new", original DeLorean automobile would be $50,000.00 and above by mid-1999!

Will your DeLorean keep up with the trend? Probably not, if you're not an investor or collector. Just like numismatics, the value of the collection is based entirely upon the rarity of certain coins, their availability and their condition.

Circulated pocket change cannot keep-up in value with proof coins; and you can get a lot more money for an estate sale Bugatti at Sothebys than a Model T with reproduced fiberglass fenders at the Kruse auction.

Several years ago, I attended a seminar at UCLA where the moderator, a man with an extensive automobile collection, discussed his efforts to win the Concours d'Elegance at Pebble Beach. He proceeded to discuss the restoration process and what he had spent on each step to prepare his Rolls Royce for the competition.

By the time the work on his car had been completed, he had spent a "bit more" than $50,000.00 for restoration. This was at a time when a new Rolls Royce could be purchased from a dealer for about $26,000.00.

Needless to say, he won the Pebble Beach Concours d'Elegance that year.

However, the point he was attempting to make was not his ability to spend enough money on an old car to win the competition nor the fact that he ultimately won the "Best of Show" trophy. His primary objective during the seminar was to emphasize that automobiles are produced and designed to be driven. No matter how perfect they are when they leave the factory and/or the competition arena, they begin to deteriorate the very next day.

So, before DeLorean owners around the world begin jumping up and down at my glowing projections of the increase in value of their cars in the near future, I think they have to sit down and objectively evaluate what they own today. You can "Go for the Gold", but the road to get there is very long, hard and costly, especially if you "own the slug"!

It's almost impossible to regain your health in your 50's if you neglected it in your teens.

Sooner or later the time will come for you to "fish or cut bait". Will you be buying, restoring, driving and displaying your "investment"? Or will you be selling that "piece of junk" because it's nickel-and-diming you to death"?

CALENDAR OF FUTURE **CAR EVENTS**

by Jim Hales, Parade / Events Director

Do you know of any events that are not sponsored by the DeLorean Owners Association, but may be of interest to DeLorean owners? To inform our readers about shows, meets or places of interest to DeLorean owners, we present an Events calendar in *DeLorean World.* Please submit the following information for each event:

Location (state, city/town, place)
Date (three or more months ahead of the time you received each issue)
Name, address and telephone number for further information
Hold the notice size to 30 - 40 words

Please submit entries to:
Jim Hales, Parade/Show Director
2651 Altamira Dr.
West Covina, CA 91792

CALIFORNIA: Monterey. Apr. 5-6, British Car Meet at Del Monte Shopping Center. (408)372-9215

CALIFORNIA: Palm Springs. Apr. 20, *Life* 27th Concours d'Elegance at O'Donnell Golf Club. (619)346-1984

CALIFORNIA: Escondido. Jun. 8, "A Gathering on the Green" Car Show at Deer Park. (619)749-1666

CONNECTICUT: Norwich. July 19-20, twelfth annual Eastern Connecticut antique auto show and flea market. Eastern Connecticut Chamber of Commerce. (860)376-4933

INDIANA: South Bend. Apr. 20, sixteenth annual super Sunday swap meet. University of Notre Dame at Joyce Center. (708)563-4300

NEVADA: Reno. Apr. 21 to Sept. 22, "Special Collection" Cars on Loan for Display. Masterpiece Circle at National Automobile Museum. (702)333-9300

PENNSYLVANIA: Hershey. Apr. 11-13, Hershey In The Spring. White Field. Hershey Park Fairgrounds. (717)867-4810

VERMONT: Shelburne. June 6-8, vintage auto exhibition at Shelburne Museum. (802)658-3975

GERMANY: Stuttgart. May 5-10, a Mercedes 5-day tour including factory, museum, test-track, etc. Info Douglas DeBoard. (410)544-2225

ENGLAND: Birmingham. May 3-5: Classic Sports Car Show. Discount to D.O.A. members. Call 0171-402-2555

AREA REGIONAL **CHAPTER CALENDAR OF EVENTS** FOR 1997 PAST–PRESENT–FUTURE

by Millie Bernstein, Area Regional Chapter Director

If you've missed an event in your area, make sure you contact your local Area Regional Chapter Coordinator regarding upcoming activities and to get on their mailing list.

AREA REGIONAL CHAPTER 9

Southeast Texas Mary Ruth White, Coordinator
713-664-1833

AREA REGIONAL CHAPTER 12

Southern California
Ray Haug, Coordinator
818-547-3638
JUNE 5-7 San Diego Auto Museum
DEC. 5-7 Asilomar Weekend,
Pacific Grove, CA (tentative)

AREA REGIONAL CHAPTER 23

Ohio Bob Trunick, Coordinator
216-772-4783

AREA REGIONAL CHAPTER 41

Oregon Knut Grimsrud, Coordinator
503-649-8053
JANUARY 18 Planning Meeting

AREA REGIONAL CHAPTER 42

Iowa Randy Busch, Coordinator
319-582-4511

AREA REGIONAL CHAPTER 43

Arizona James Espey, Coordinator
602-464-5352
EVERY MONTH 2nd Saturday in Scottsdale
EVERY MONTH 3rd Saturday in Superstition Springs

AREA REGIONAL CHAPTER 48

Western New York Tom Harrison, Coordinator
716-773-1573

BulletinBoard

BLOSSOM TRAIL

In the past 3 issues of DeLorean World, Chapter 12 has been promoting this March 1997 weekend event in the San Joaquin Valley. Unfortunately, the chapter has decided to cancel this year's event.

Although this trip was open to all, we assumed that most of the participants would be from California. The December and January storms in the Pacific Northwest have also greatly impacted Northern and Central California. Rain and snow have caused rivers to overflow, levees to break, and have caused 100,000 people to evacuate their flooded homes. 37 counties have been declared state disaster areas and 24 of these have also been declared federal disaster areas.

After giving it a lot of thought, out of compassion for those of you who were looking forward to this long weekend but would now be unable to attend, we have decided to postpone it until another year's blossom season. It will happen. This just wasn't the year for it.

– Mimi Breer - Chapter 12 Activities Coordinator

ALL MEMBERS ARE CORDIALLY INVITED TO ATTEND THE ASSOCIATION'S MEETINGS.

Please contact Debbie Spurlin at (818) 993-1433 if you plan on attending.

All meetings begin at 2 p.m. and are held at the Petersen Automotive Museum, Founder's Lounge, 6060 Wilshire Boulevard, Los Angeles, CA 90036.

March 2, 1997
April 6, 1997
May 4, 1997
May 26, 1997
June 29, 1997
August 3, 1997
Sept. 7, 1997
October 5, 1997
Nov. 2, 1997
Dec. 7, 1997 (location to be announced)

A SPECIAL THANK YOU TO OUR 1996 NATIONAL EXPO EVENT SPONSORS

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West Sayville, New York

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Wheatley Heights, New York

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Beverly Hills Motoring Accessories
MCA, Inc.

CORRECTIONS

Cover Photo: The cover photo for issue 13,4 showing a DeLorean at the hermitage in Nashville was attributed to Mimi Breer; it should have been attributed to Lorraine Lynn Breer of Arcata, CA.

Inertia Switch: In Tech Quest, Issue 13,3 the answer in column 2 page 7 on the "Faulty Inertia Switch" should have read:

> *Refer to DeLorean World issues 4 (Vol. 2 ,2); issue 18 (Vol. 5,4); and issue 45 (Vol. 12,3) for wiring diagram and general information.*
>
> *To test, run a jumper wire on the wiring harness plug from the green terminal to the white/purple terminal. If the car starts, replace the switch. "CAUTION" For safety reasons do not drive the car with the jumper wire in place.*

by Linda Porter, Activities Director

EXPO '97 at SNOWMASS, COLORADO

Snowmass at Aspen in Colorado has been selected as the site of the DeLorean Owners Association's Expo '97. This alpine-style village is nestled in the Rocky Mountains only 15 minutes from Aspen.

Surrounded by mountain peaks soaring over 14,000 feet high, Snowmass sits at 8,200 feet above sea level. In a valley that was once serene ranch land, Snowmass is a fully incorporated town that is also a world-class, year-round resort. Development of Snowmass started in 1965 and it officially opened in 1967. The area has grown considerably since that time but still manages to retain it's mountain charm.

Headquarters for attendees will be The Silvertree Hotel, with functions scheduled at the hotel as well as in the 35,000 square foot Convention Center next door. The hotel is slope side, adjacent to the Snowmass Village Mall. In the mall is a generous variety of shops and restaurants to suit almost every budget.

In winter, Snowmass is a first rate ski resort. In summer, it enjoys some of the best weather anywhere in the U.S. Daytime temperatures range from 65 to 85 degrees; nighttime around 50-65 degrees. Showers occasionally occur in the summertime, insuring the surrounding mountain areas will remain green and beautiful.

THINGS TO DO – PLACES TO GO

The outdoor enthusiast will find plenty to do here. White-water rafting, fly fishing, horseback riding, golf, hot air ballooning, jeeping, and mountain biking, are just some of the possibilities. There's a real rodeo every Wednesday night. The chairlifts on Snowmass Mountain are open daily and you can ride them for free. Take your mountain bike along and ride back!

For those who enjoy less strenuous activity, guided nature trail hikes and tours of the Anderson Ranch Arts Center and Gallery are just two of the many choices. As an added bonus, both are free.

There is complimentary shuttle service within the town of Snowmass Village. Twice each hour The Roaring Fork Transit Agency offers transportation from Snowmass to Aspen for a nominal charge. Once in Aspen, you'll find over 80 restaurants, wonderful art galleries and plenty of shopping. Ride the gondola to the top of Aspen Mountain for an incredible view of the Continental Divide.

Aspen boasts architecture dating back over 100 years, when it was the nations single largest producer of silver ore. In 1893 the12,000 residents had six newspapers, four schools, electric lights, two theaters, and an opera house. With the U.S. governments return to the gold standard in 1893, Aspen's fortunes fell. One of the largest nuggets of native silver was mined in Aspen the following year weighing almost 2,200 pounds!

Only 700 people lived in Aspen in 1935, when plans were first made to build a world-class ski resort nearby. These plans were canceled with the outbreak of World War II. In 1947, the world's longest ski lift was opened on Aspen Mountain. 1949 saw Aspen's role as a cultural center assured by the Goethe Bicentennial Convocation, featuring international leaders, artists, and musicians. And in 1950 it became the first ski resort in America to host an international competition, precursor of today's world Cup Races. Aspen is a name recognized world-wide, both for it's outdoor attributes as well as it's "loftier" mental pursuits.

Between Aspen and Snowmass is the Maroon Creek Valley. The Ute Indians were the first people known to live here, 1,300 years ago. Until recent memory the valley was their summer hunting and fishing home. The valley is ringed by mountain peaks called the Maroon Bells. Mapped and named over 125 years ago, the surveyors called them Maroon for the color and Bells for their shape. Three of the mountains are over 1,400 feet high and are some of the most difficult to climb in Colorado. The Maroon Bells are the most photographed mountains in North America. Because of their distinctive shape, they are easily recognizable in television and print advertising.

Snowmass is home to the Janus Jazz Aspen at Snowmass Festival. 1997 will mark the seventh year this festival has show-cased world class artists such as George Benson, B.B. King, George Shearing, Etta James and The Manhattan Transfer in an intimate venue. In 1995 a Labor Day weekend festival was added, presenting a broad cross-section of American music. 1996 Labor Day weekend saw performances by Creedance Clearwater Revisited, Robert Cray, Al Green and Ray Charles. Delorean Owners Association members who are music fans will have the opportunity to buy discounted tickets and attend the 1997 Festival.

One other event already on the books for Expo '97 is a chance to display the DeLoreans on the Snowmass Village Mall, Saturday, August 30. This will be the first day of the three day Jazz Festival and several thousand people are expected to attend. More than a few of those people will visit the Mall where they will be able to view some of the finest DeLoreans around.

GETTING THERE

Getting to Colorado and Snowmass is not hard. Driving, of course, is the best way to see the magnificent mountains and countryside. It's also the only way to get a DeLorean to the Village Mall to show it off.

If flying to Expo is your choice, Denver International Airport is a 4 hour drive away. There are also flight connections from Denver to Aspen's Sardy Field, just 9 miles from Snowmass. Complimentary airport pick-up is provided by the hotel.

Another option for those who plan to make the trip without their DeLorean, would be to take the train. Amtrak has a spectacularly scenic route from Denver to Glenwood Springs, on I-70. From there, taxis, limousine service and rental cars are available.

Whatever your choice, DeLorean, plane or train, plan to meet other DeLorean enthusiasts in Snowmass at Aspen next year, August 28 through the 31st.

DeLorean service bulletins

provided by Dick Shipman,
Vice President / Technical Director

DeLorean World has obtained most of the early service bulletins issued by the factory. Many of these reference the VIN number before or after which the subject of the bulletin applies. We will publish this series over several issues believing that this is an important part of the car's history and is also a service to those who service the cars and are unaware of these factory documents.

service bulletin 12

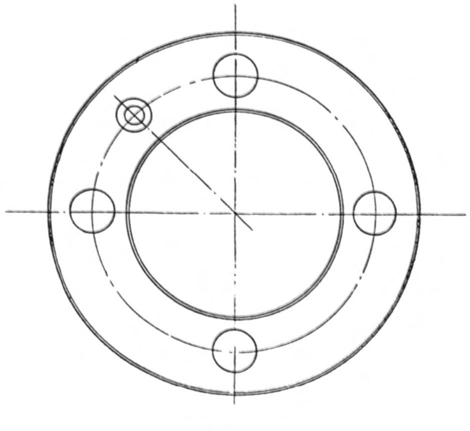
SUBJECT: ADAPTOR REAR ROAD WHEEL.
VEHICLES AFFECTED: VIN No. 2235 TO VIN No. 2997

Problems may be encountered fitting the spare wheels to these vehicles.

With affect from VIN No. 2997 to accommodate new countersunk fixing screw part no. SP10649. Adaptor plate 108911 has been superceded by 110154.

If difficulty is experienced in fitting the spare wheel to the rear of the vehicle the following procedure could be adopted:

Raise the rear of the vehicle and remove both rear wheels, remove securing set screws from adaptor plate and discard, remove adaptor plates and modify by countersinking the hole that accepts the securing screw, dimensions for this operation are illustrated below on this bulletin reassemble adaptor plates using countersunk screw part no. SP10649. Refit rear road wheels and lower vehicle.



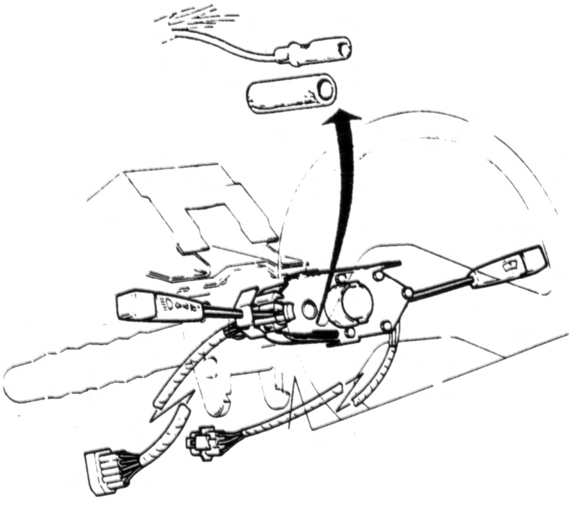
service bulletin 13

SUBJECT: PREVENTION OF SHORT CIRCUIT DUE TO CHAPPING OF BLUE/RED HEADLAMP FEET TERMINAL ON STEERING COLUMN

ACTION:

1. Remove Steering Column cowling.
2. Remove Blue/Red Headlamp feed wire from 100952 Direction Indicator Switch. Cut a 20mm length of vacuum hose 106783 to use as additional insulation. Thread cable through tubing and assemble to contact pin and tube pushed down as far as possible.

   Replace Steering Column cowling.



service bulletin 14

SUBJECT: Service replacement of Interior Mirror 101976

ACTION:

To replace a mirror which has been accidentally knocked off the windscreen. Clean surfaces of both windscreen and mirror mounting bracket with a solvent (Industrial methylated spirit or other suitable cleanser) to remove all grease. Apply new adhesive patch to mirror.

GM's Tape Y 4262 (1/32" Thick) heat mirror base to 60 and affix mirror to windscreen, hold by hand applying maximum pressure for at least 30 seconds.

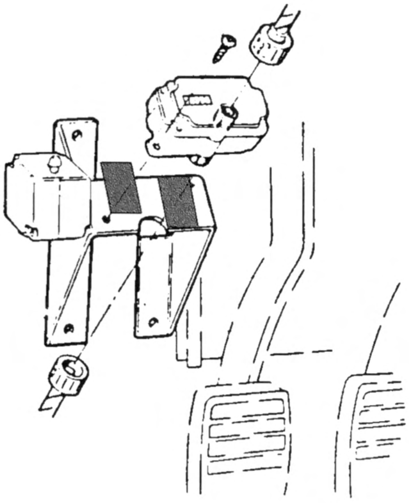
service bulletin 15

SUBJECT: Service Interval Counter

ACTION:

In order to reduce the noise from the service interval counter insert foam rubber between unit and bracket.

Use two pieces 40mm long of 25mm thick strip of 25mm self-adhesive closed cell neoprene, density 160 kg/cm3. Apply to bracket as shown with strips tangent to screw holes.



service bulletin 16

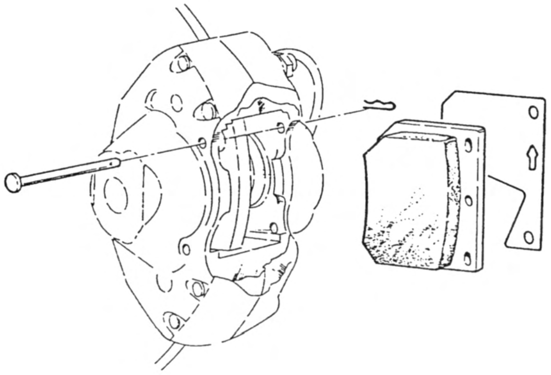
SUBJECT: Brake Pad Shims 109098

ACTION:

If any vehicle has been allocated to Dealers from VIN 560 to 822 they require Front Brake Pad Shims to alleviate severe brake squeal. Take the following action.

- Raise front of vehicle and remove road wheels.
- Remove clips security brake pad pins
- Remove pins
- Remove brake pads from rear of caliper
- Press pistons into calipers
- Fit shims to caliper between piston and metal backing of brake pads (one each pad)
- Replace brake pad, securing pins and retaining clips
- Pump brake pedal
- Refit road wheels

Parts required: 4 shims per car



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BACK FROM THE FUTURE
The DeLorean Car

ALAN HANNA
First Production Superintendent

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Marcie Haug, Products Director
DeLorean Owners Association
1617 Del Valle Avenue
Glendale, CA 91208
818-547-3638

SPECIAL DELIVERY

by Linda Porter,
Activities Director

The DeLorean Owners Association sends out almost 2,000 magazines 4 times each year. These magazines go to all members of the Association in the United States and abroad.

Top: (clockwise from bottom left) Joan Truscott, Hank Breer, Marcie Haug, Barbara Eberhart, Susan Weinreb, John Truscott. Second photo: (clockwise from bottom left) Christa McNeill, Hank Breer, Bob Weinreb, Charmaine Spurlin, Nissa Spurlin. Third photo: (l to r) Mimi Breer, Jon Spurlin. Bottom photo: (l to r) Marcie Haug, Barbara Eberhart, Susan Weinreb.

Perhaps you've noticed the last two issues of DeLorean World have arrived in your mail box inside envelopes. However, you may not have wondered how they got inside those envelopes. I have to admit that before I attended my first "mailing party", I never gave a thought to the process of getting all those magazines mailed. In case you thought some impersonal mailing company sends them to you, here's the real scoop.

After the flurry of collecting the articles, editing, proofing, and printing, the magazines are delivered to the San Fernando Valley home of Ed and Millie Bernstein. At a previous Association Board of Directors meeting, the date and time of the "mailing" has been determined, and all board members who can attend, will also arrive at the Bernstein's. This work party has traditionally been held at their home throughout the past 13 years.

John and Joan Truscott drive down from Santa Barbara. They bring all the mailing labels, which they have printed. Others members come from all over the Los Angeles area, including Orange County, to the south. Recently the meetings have been held on Friday nights so that I can drive up from San Diego ... I can never resist a party.

By 6:00 p.m., with a minimum of wasted motion, work starts. There are small groups in several areas of the home, each with a specific job. If product fliers are being sent with the magazine, they must be inserted in the magazine before the magazine is put inside the envelope.

"Runners" keep the workers supplied with materials as well as snacks. When the stack of filled envelopes gets too high, they are taken away, to a different work station.

The Post Office requires that bulk mail meet certain regulations. Several months ago, we discovered, the hard way, that zip codes don't mean as much as they used to mean. One rule states that mail must be "bundled" by postal zone, not zip code. This is a fairly new change, and the Truscotts had to

continued on page 15...

DeLorean CLUTCHES

HERE'S HOW THEY WORK, AND HOW THEY BREAK.

by Ed Bernstein
DeLorean One, Chatsworth, California

One thing I've never written about clutches is to describe how they work. A clutch is made up of two primary components: the clutch pressure plate, and the clutch disc. Those two components work in concert with the flywheel, a throw-out or release bearing and other parts we'll get to later.

The clutch pressure plate, clutch disc, and the flywheel are assembled as a sandwich. The pressure plate and the flywheel are the bread, and the disc is the meat of the sandwich. The pressure plate bolts to the flywheel with the disc in between, and the disc would float freely in between them, except the transmission input shaft is speared through the hub of the disc and the spring(s) of the pressure plate, loading the pressure plate billet such that it clamps the disc to the flywheel. The input shaft speared through the center of the disc is splined, as is the hub of the disc, so that they will rotate together. And the input shaft registers in, and is supported by, a pilot bearing that lives in the end of the crankshaft. Power is transmitted from the disc to the input shaft via the splines.

Primary parts to replace when repairing a clutch: pressure plate (upper left), friction disc (lower right), lelease bearing (lower left), pilot bearing (center).

When the clutch pedal is depressed, the mechanical linkage pushes the throw-out bearing against the cover's release fingers, directly on the diaphragm spring's fingers, and relieves the spring pressure on the pressure plate billet, moving it away and unclamping the disc. The disc and the input shaft can then free-wheel, independent of engine and drive shaft speeds, allowing the vehicle to stand at idle, in gear, or for shifting to take place. When the pedal is released, the cover's clamping spring rate, the disc's torsion spring rate, and its friction material qualities, combine to absorb the shock of power being transmitted from the engine to the transmission. If the components are properly matched and installed, the vehicle can start off and be shifted through the gears aggressively, yet smoothly.

That's how the clutch works. So, here's what goes wrong: Picture the driven disc sandwiched between the pressure plate and the flywheel. The disc is a metal hub with friction material on either side. Each time the clutch is released with the vehicle in gear, there is slippage between the friction material and the flywheel and the pressure plate. And heat is generated, as well as, wear. And, this causes the most common kind of clutch failure.

As the disc's friction material wears, the disc becomes thinner. The pressure plate then must reach out further towards the flywheel to the disc. As the pressure plate travels out further, it's effective spring rate is reduced and soon there's not enough pressure to capture the disc and more slippage and heat occur ... it's a vicious cycle. Ultimately, the pressure plate can no longer hold the disc tight to the flywheel and even moderate acceleration and careful shifting result in more slippage than power transmission.

Probably 90% of all clutch failures occur in this fashion.

The remaining failures usually fall into the categories of seizing up, blowing up, linkage failure, hydraulic failure, or the floor mat getting bunched up beneath the pedal.

The telltale to the process of a clutch wearing out, and the most important thing in ensuring it doesn't wear out prematurely, is "free play".

With a newly installed and correctly adjusted clutch, there is free play. That is to say, there is some distance between the throw-out bearing and the plate on the pressure plate that the bearing bears against when the pedal is depressed. Free play can be felt as the distance the pedal can be depressed before it hits resistance (when it contacts the pressure plate release plate).

As wear occurs and the pressure plate reaches in further towards the flywheel to grab the disc, the spring fingers and the release plate reach further back towards the throw-out bearing. And the free play goes away. So an absence of free play usually means that appreciable wear has occurred.

The free play goes away when the release mechanism itself holds the pressure plate in a partially unloaded or released state resulting in unnecessary slippage and premature wear and failure.

DeLorean **FUEL PUMPS**

by Dick Shipman
Vice President / Technical Director

Electric fuel pumps are used in DeLorean automobiles. The pump's job is two-fold – to pump fuel from the fuel tank to the injectors and to create pressure that forces the fuel to spray through the injectors when they open.

On DeLorean fuel-injected applications, a roller or vane style pump that runs continuously is used, and is mounted in the fuel tank. The pump contains a one-way check valve that maintains system pressure when the engine is shut off. Leaks in the check valve can cause hard starting.

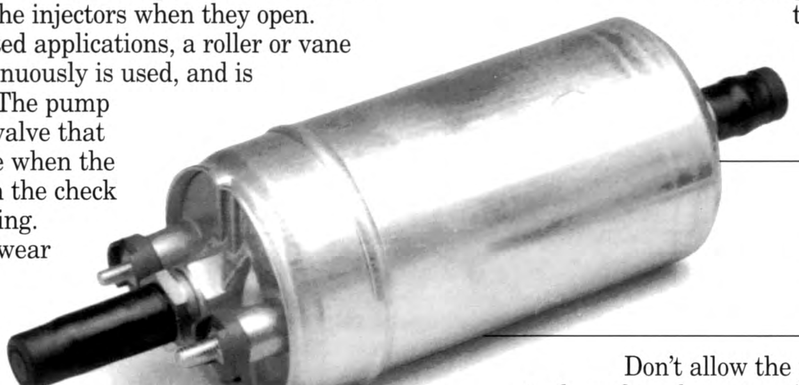
Fuel pumps eventually wear out, but many so-called pump failures are actually caused by electrical problems, such as loose or corroded wiring a defective pump relay, or a defective inertia switch.

Our vehicles have an inertia safety switch that shuts off the electric fuel pump in an accident. Sometimes the switch can be accidentally tripped by a severe jolt, but it can be reset easily by pressing a button.

The pump's voltage supply is usually routed through a relay that is connected to the inertia safety switch.

The absence of pump noise when the ignition is turned on may indicate a bad pump or an electrical problem. An accurate diagnosis requires checking the electrical connections at the pump to determine if the pump is receiving voltage and is adequately grounded.

When replacing the fuel pump, check the fuel system to make sure everything else is in good working order. A fuel tank that has contamination inside should be cleaned.



Late-model fuel pump shown. Replaced early-model DeLorean fuel pumps which were prone to failure because the built-in check valve would not maintain rest pressure all the time.

Don't allow the pump hoses to contact fuel tank surfaces because a 'grounded' pump gives off a rather irritating growling sound, which can be mistaken for a defective part.

Additional items that should be replaced when changing the pump include the hose that attaches the pump to the pickup assembly, and the hoses that connect the fuel lines to the fuel tank.

It's also a good idea to change the fuel filter when the pump is replaced. Replacing the pump may dislodge debris inside the tank and lines.

SPECIAL DELIVERY...

continued from page 13

reorganize the printing of the labels to effect this.

Labels are attached to the envelopes, being careful to keep the zones from getting mixed up. Postal zones can include addresses from two different states, so the bundles are no longer sorted by state. Rubber bands go around the bundles and then they are placed inside heavy canvas postal bags. Here again, the bags are not sorted by state.

By this time, the Bernstein kitchen and family room are a mess. But as the mailing job winds down, the food preparation begins.

Millie gets ready to serve one of the great meals Ed always brags about. Magazines get moved aside, and the buffet table is readied. When the doorbell rings, that means dinner has arrived!

After plenty of laughter, food and fun, everything is cleaned up and the heavy bags are moved outside to Jon Spurlin's pickup. He will drive them to the Van Nuys Post Office the next day, and hope the clerk accepts them for mailing. I was there the day he returned with all the bags, because we had sorted them by states, not zones. He didn't look very happy. Jon, his wife Debbie, and I spent the next few hours re-sorting them, all over their family room!

So next time you open your DeLorean World magazine, please know that it has been sent to you with that "personal" touch.

IN SEARCH *of the* ELUSIVE DMC-12

by Don Gowler, Palatine, Illinois

Over the years, many have written about their individual quests to find, and eventually own, a DeLorean of their own. From teenagers to retirees they have taken us on long journeys through magazines, newspapers, used car lots and the Internet to find one of those beautiful stainless steel gullwing automobiles.

This, however, is not one of those sagas but rather is a search for an even more elusive DeLorean-associated item. When you sit back for a moment and realize that there are probably close to 7,000 DeLoreans in North America but approximately only 62 of these related items available, you immediately arrive at a better understanding of how much more intense a search like the one about to be described can be.

If I have misled you by the title of this story it was intentional. What this story is all about is the search for one of the elusive North American continent's State, Provincial or Territory automobile license plates bearing the distinctive identification - DMC12.

On with the story. It was late in the fall a couple of years ago when I received a phone call from another DeLorean owner advising me that his early 1981 DeLorean, whose ownership I had pursued for well over a year, had just fallen into my price range. I didn't spend a lot of time thinking and immediately went out and added it to my small collection of DeLoreans. Which at the time consisted of one each of the 1982 and 1983 model years.

This early 1981 was in such superb condition that I decided to add to it's showmanship looks by adorning it with an Illinois license plate with the registration identification of "DMC 12". A quick trip was taken to the license bureau to complete an application, write a check and get them both mailed off to the licensing bureau in Springfield, Illinois. Then I sat back and dreamed of how great this license plate was going to look on this newest addition of the stainless steel clan.

A couple of weeks passed before I finally received not the handiwork of the local penitentiary boys I expected, but rather a disappointing notice that 'DMC 12' was already in use by another automobile owner. My first thought was that some enterprising DeLorean owner had already scooped me on this neat idea and my natural curiosity was aroused to find out who that possibly might be. I wondered for some time how I was going to do this when suddenly I remembered that a good friend of mine in the car rental business had the ways and means to track down owners of license plates through the police department. It seems that rental car firms have a good rapport with the police as they are always trying to track down their stolen cars.

Within hours I had my answer. As luck would have it, out of the 55,646 square miles within Illinois that the owner of the 'DMC 12' could possibly be located, he was only 18 miles from my front door. And then the greatest news of all - the plate was not registered to a DeLorean owner. The wheels in my head began turning. This was not a vanity plate and the owner didn't have a DeLorean so this could easily turn out to be a fast registration transfer. Not so fast!

Die Mate Corporation (D.M.C.), as it turned out, was the registered owner. When I called their office to find out more about the plate, I found that Gus, the driver of the Cadillac bearing the DMC plates, was a elderly gentleman who, although extremely cordial, was somewhat reluctant to part with the plate. I learned that the company was owned by several brothers who had gone out many years ago and registered their company cars with DMC 10, 11, 12, and 13. Gus did promise me that he would discuss the possible splitting up of the series with his brothers. I immediately sent him copies of some of the original promotional material published on the DeLorean that had pictures with the mock DMC-12 license plate and references to the car as the DMC-12 model. I sent him anything and everything to help convince his brothers, and him as well in case I hadn't already, that this was a very important quest for me.

Illinois
Land of Lincoln
DMC 12
DeLorean

I heard nothing for the next couple of months so I decided to call Gus again. Instead I reached his administrative assistant, Jane. She assured me that Gus wasn't avoiding my request but instead had been very preoccupied taking time off work to attend to his ailing wife. Jane assured me that as soon as Gus returned she would talk to him about my pursuit of the coveted license plate.

At first I wasn't in any real hurry to bring this to a successful conclusion because, after all, it was now winter in Illinois and few if any of us DeLorean owners would drive a concours quality car in the ice, snow and salt. Time, however, was slipping by and I wanted to be ready to show off this prized plate at a local meeting of DeLorean owners for brunch in early April.

I had to call Jane and see how things were going. Bad news, very bad news. Gus had unfortunately lost his wife to the illness. Suddenly my interest shifted to the well-being of Gus, a kindly old gentleman who I have yet to meet in person, who had now lost someone very dear to him. Jane agreed to call me when Gus returned to work and began feeling more himself. Several weeks later the long awaited call came in.

I have long had an interest in die making and metal stampings, so when Gus invited me over to talk further about the plate and to tour his D.M.C. factory operation I jumped at the opportunity. It was now early March and with the snow gone I decided to drive over in my '83 DeLorean to meet Gus and Jane. As it turned out, Jane had just recently returned from a visit to Universal Studios in Florida and had taken the 'Back to the Future' ride. She was crazy about the car and just had to touch it and sit in it. Gus was understandably not quite as excited about the car but he and I really got into some enthusiastic conversation about his metal stamping operation. Gus took me on an extremely interesting tour of his D.M.C. factory, which ended with lunch in the cafeteria and a promise by Gus to let me have the 'DMC 12' plate if I would take care of all the paperwork involved in the transfer. Yes!

One more trip to the license bureau to get a temporary permit for Gus' Cadillac so as to allow him time to pick out a personalized plate at my expense. I then borrowed a Phillips screwdriver and my search for the elusive 'DMC 12' had finally come to a very joyous end.

A challenge for all of you out there interested in distinctive license plates. Why don't we have a group within the DeLorean Owners Association for those of us who have been able to attain a 'DMC 12' plate for our cars. I know there are some of you out there already and I would really like to see if we can get others interested in order that all the States, Provinces and Northwest Territories be represented and, of course, have their 'DMC 12' license plates displayed on the cars they were always meant for — the DeLorean. Let's see if we can use the DeLorean World magazine as the focal point to display and keep track of all 'DMC 12' license plate owners.

Editor's Note: If you have such a plate, write to the magazine (address on page 3) and consider bringing it — and the car — to Snowmass this coming Labor Day.

EUROFEST

By Robert Lamrock, Coordinator, Chapter 38

The most frequent reaction from first time visitors to Belfast is that the reality — the very normality — of life in the city is at odds with its media image.

The reality is a modern and forward looking capital, European in outlook and undergoing a renaissance in recent years which is seeing a revitalization of the heart of the city. The heartbeat of Belfast, civically, commercially, culturally, and recreationally is strong and vibrant.

Although Belfast promotes itself throughout the world, it is said that the best ambassadors are visitors who come here and return home with happy tales of their stay in the province. Euro Expo '93 was a fine example when over 100 members of the Association from 10 different countries took advantage of genuine Irish hospitality. Now, four years later, Eurofest will attract DeLorean owners and enthusiasts from around the world to the birthplace of our famous marque from May 22 through May 25.

The Forte Posthouse hotel in Dunmurry will once again be the convention headquarters as it is situated only yards from the original factory gates.

Many of the former DeLorean managers have fond memories of the hotel and you will have a chance to meet them and share their stories at the opening reception on Thursday, May 22. Dick Mulholland the DMC body shop plant manager is already looking forward to meeting old friends again, and George McClurg who worked on the gold cars will tell you how to gold plate yours if you're keen! The only person missing from the opening ceremony will be John Zachary himself, but there are plans to show an exclusive TV interview which was recorded last year in New York.

The DeLorean Factory 1981 in Dunmurry, Ireland.
Photo provided by Robert Lamrock.

If you've ever wondered how craftsmen manage to blow, hand cut and polish a unique piece of Irish crystal, then the Friday rallye is for you. Tyrone Crystal in Dungannon will give us a guided tour of the complete process and if you're lucky, you might even get a chance to cut your very own glass. I've tried and it's not as easy as it seems!

The technical seminar will, once again, be chaired by Mike Loasby, the former DMC Director of product engineering, and he has agreed to present his excellent audio visual presentation on the manufacture of the car from start to finish.

But the weekend is not just about getting to grips with the various nuts and bolts — Belfast has a brand new magnificent Waterfront concert hall and there's the elegant Victorian Grand Opera House. The program has yet to be announced and details will be dispatched nearer the time.

Saturday once again promises to be the highlight of Eurofest with the visit to the DeLorean factory.

I called in to see the test track just the other week and believe me there is nothing quite like zooming around the old track at 40 m.p.h.! The helicopter pilot remembers flying us over the site four years ago and he promises (weather permitting) another brilliant birds-eye view of the factory.

The banquet will, once again, be held in the factory and I'm indebted to George Senninger, the managing director of Montupet who has kindly granted permission for the day's events. Finally, on Sunday there's a visit to the new gallery at the Ulster Folk and Transport museum where the original Giugiaro wooden prototype is now on display.

Well there you have it. As they say in Ireland, the craic will be mighty — hope to see you here!

DeLorean World Feature

text and photos by

Mimi and Hank Breer

TWINKLE, TWINKLE LITTLE CAR

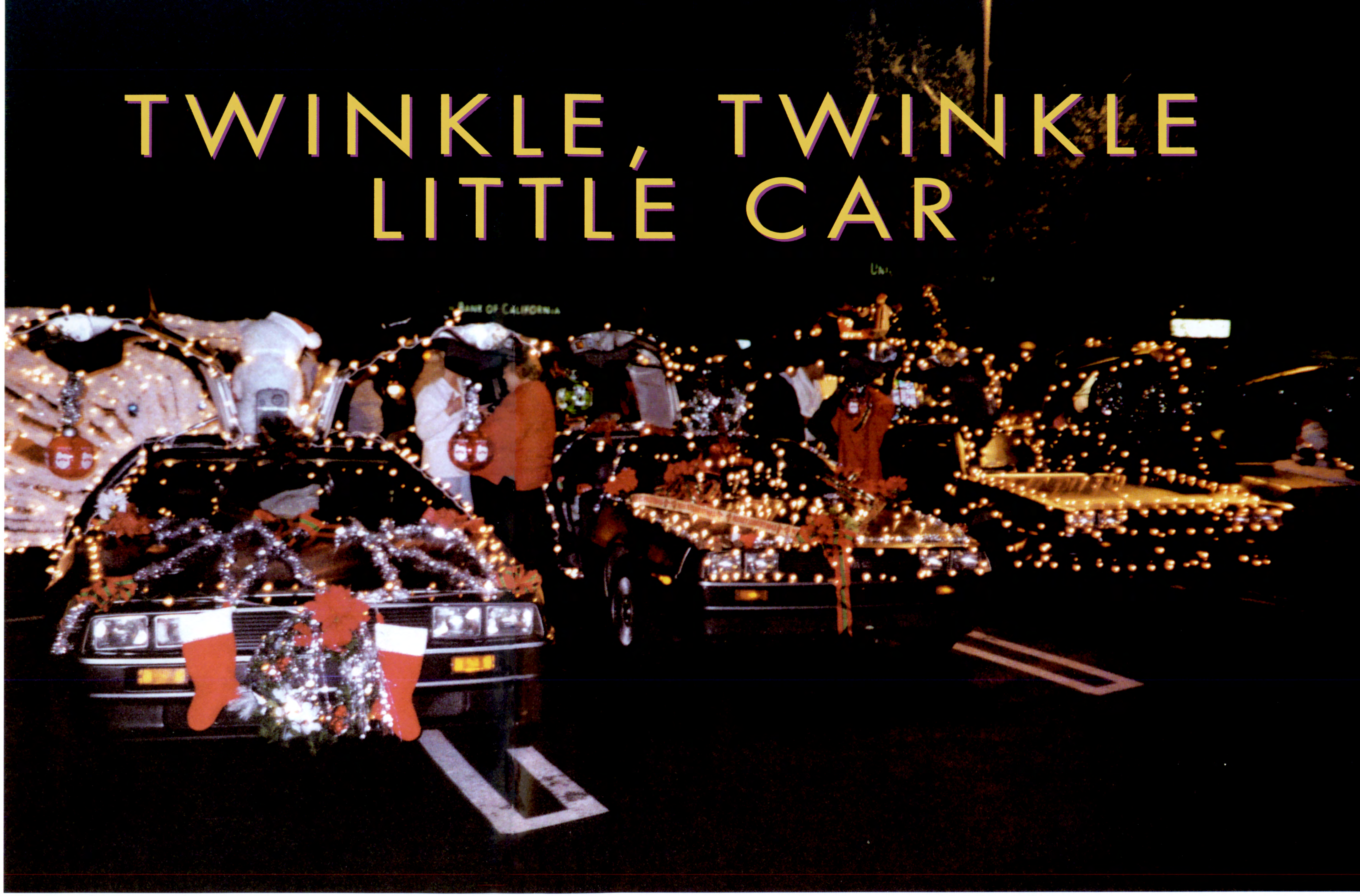
On Saturday, December 7th, Chapter 12 participated in the "Festival of Lights" parade in Palm Springs, California. 'Ya shudd-a been there!'

Those of us who were lucky enough to get away early on Friday afternoon started our weekend at the Palm Springs Follies. I had read the brochures on the show, and thought that much of the verbiage was just advertising hype. I thought that it would probably just be a pleasant evening. WRONG! It was a fantastic evening!

The Follies is a comedy takeoff on the Zeigfeld Follies down to the very elaborate costuming and snow storm over the first third of the audience.

The two requirements to be a member of the cast are talent (of course) and also you must be at least 50 years old. There must be something in the desert air, because I have never seen a livelier, more energetic, group of artists. Their energy level would have put a 23 year old, Las Vegas showgirl, to shame. The oldest performer was 86 and she apparently had no trouble keeping up with her younger fellow thespians as she sang and danced. She even did the splits.

This year's headliner was Howard Keel. He was the star of the movie version of Oklahoma, and later played Clayton Farlow on the long running TV show Dallas.



DeLorean's own "Electrical Parade!"

The Follies runs from November through May, playing to mostly sold-out crowds. It is well worth a trip to Palm Springs in its own right.

Saturday dawned sunny and bright, with the temperature in the upper 70's in December. We gathered in the parking lot of the Travelodge to begin stringing 400 or more white lights on our cars. It was apparent immediately that there were two philosophies on how to decorate a DeLorean. Eight of us had chosen the less imaginative route of just stringing lights on the cars, augmented here and there with a Santa on the hood, mylar wrapped packages on the luggage rack or wreaths and garlands attached at various places. However one of our members, Ed Krasicki, decided to capitalize on the gullwing appearance of the car.

Ed fashioned a white dove with a 12 foot wingspan, during his free time in the 2 weeks prior to the event. He used the doors to support the wings and the open louvers to support the tail. The dove was a wire frame-work supporting white garlands with about 2500 white lights wired in between. He brought his own 'pit crew' of family members complete with a stake-bed truck to transport the subassemblies. While most of us either used inverters to power 110 volt lights from the battery or re-wired the lights to run on 12 volts, Ed had a gasoline powered generator tucked into his propped-open trunk.

By mid afternoon we had moved our cars to the staging area to complete our decorations and allow the judges to do their work. Our assigned area was devoted to vehicles, so we got a chance to size up the competition. And what a varied group it was. The Fire Department had engines festooned with lights; the Highway Patrol had a light encrusted helicopter on a flatbed truck. There were cars and trucks of all sizes and vintages. Even the local trash company entered one of their refuse trucks. One man entered his airplane, which he decorated and towed down the street. Some of the entries were even more whimsical. Have you ever seen a motor home, wrapped in aluminum foil?

As with any undertaking of this size, not all went exactly as planned both from the standpoint of event organizers and from the participants. A couple of overheating inverters left our group without the sound system that our parade coordinator Jim Hales had brought. The dove's generator died just as we were called to leave the staging area, and for a while it looked like it would have to remain behind. However, the generator had been behaving badly all afternoon, so Ed purchased enough inverters to power the dove from the car. So our group ended up split, with eight of us near the front of the parade and the dove near the end, just before Santa Claus, actually very fitting for a white dove.

The event organizers experienced a few problems of their own. Most notable was that their walkie-talkies failed and the people at one end of the parade route were unable to communicate with those at the other end. This affected us because we had entered as a group and we won the "Best of Show" trophy for our class. When our cars reached the end of the route, we should have been directed to the park for the awards ceremony. By the time they discovered their error, all of us were long gone, on our way to dinner at the Rock Garden Cafe. All of us, that is, except our errant dove, a good half an hour behind.

So the dove went to the award ceremony. The Festival Committee was happy since they had someone to present the trophy to. We were just happy to have won. And we all agreed that the trophy should be in Ed's care, in recognition of his creative talents and hard work.

At dinner, we had our own awards ceremony. Harry Ward won our "Best Lit" award (a large stuffed Energizer Bunny). Other prizes went to Jim Hales for "Theme Prize," and Ed Krasicki for both "Most Creative" and "People's Choice."

Sunday morning, after check out, we met at Rick's Restaurant for a sumptuous breakfast buffet. Then it was on to the final stop. Between Los Angeles and Palm Springs is a large outlet mall at Cabazon. We arranged for discount ticket books to many of the stores (discounts at an outlet mall!) so many of us stopped there to find those last minute holiday gifts.

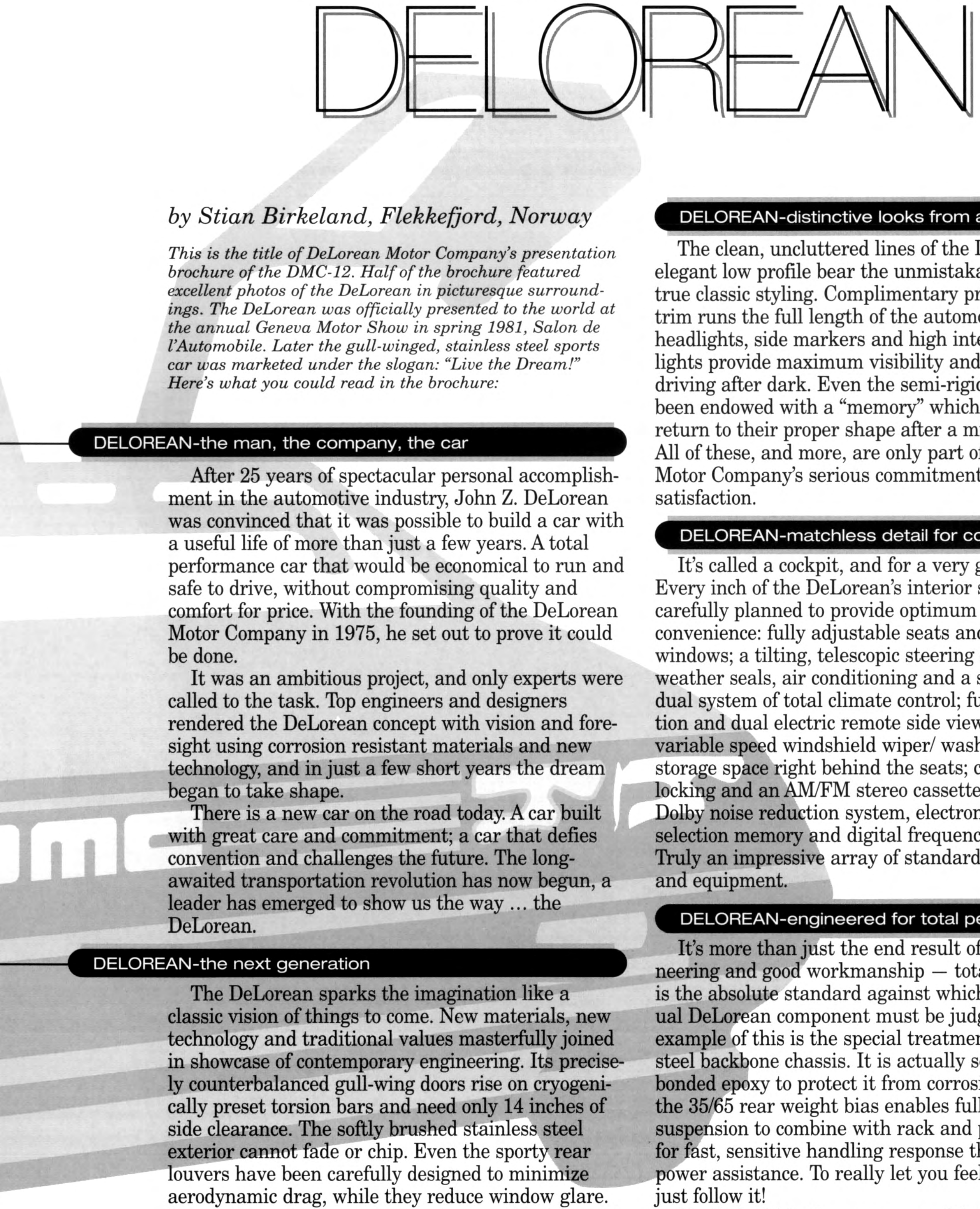
As I said before: 'Ya shudd-a been there!

I LOVE YOU
DELOREAN
DMC

Upper left photo: (seated from left) Mary Krasicki, Ed Krasicki, Chuck Meisner, Carol Meisner, Hank Breer, Mimi Breer, Stan Marks, Linda Porter, (standing) Ray Haug, Carol Marks, Marcie Haug.
Second photo: Jim and Delores Hales.
Third photo: Ray and Marcie Haug's car.
Fourth photo: David and Mary Lou Knudson's car.

DMC-12

PRESENTING THE DELOREAN



by Stian Birkeland, Flekkefjord, Norway

This is the title of DeLorean Motor Company's presentation brochure of the DMC-12. Half of the brochure featured excellent photos of the DeLorean in picturesque surroundings. The DeLorean was officially presented to the world at the annual Geneva Motor Show in spring 1981, Salon de l'Automobile. Later the gull-winged, stainless steel sports car was marketed under the slogan: "Live the Dream!" Here's what you could read in the brochure:

DELOREAN-the man, the company, the car

After 25 years of spectacular personal accomplishment in the automotive industry, John Z. DeLorean was convinced that it was possible to build a car with a useful life of more than just a few years. A total performance car that would be economical to run and safe to drive, without compromising quality and comfort for price. With the founding of the DeLorean Motor Company in 1975, he set out to prove it could be done.

It was an ambitious project, and only experts were called to the task. Top engineers and designers rendered the DeLorean concept with vision and foresight using corrosion resistant materials and new technology, and in just a few short years the dream began to take shape.

There is a new car on the road today. A car built with great care and commitment; a car that defies convention and challenges the future. The long-awaited transportation revolution has now begun, a leader has emerged to show us the way ... the DeLorean.

DELOREAN-the next generation

The DeLorean sparks the imagination like a classic vision of things to come. New materials, new technology and traditional values masterfully joined in showcase of contemporary engineering. Its precisely counterbalanced gull-wing doors rise on cryogenically preset torsion bars and need only 14 inches of side clearance. The softly brushed stainless steel exterior cannot fade or chip. Even the sporty rear louvers have been carefully designed to minimize aerodynamic drag, while they reduce window glare. Because you simply cannot create a masterpiece with arbitrary lines...

DELOREAN-distinctive looks from any direction

The clean, uncluttered lines of the DeLorean's elegant low profile bear the unmistakable touch of true classic styling. Complimentary protective side trim runs the full length of the automobile; halogen headlights, side markers and high intensity backup lights provide maximum visibility and safety while driving after dark. Even the semi-rigid bumpers have been endowed with a "memory" which helps them return to their proper shape after a minor mishap. All of these, and more, are only part of DeLorean Motor Company's serious commitment to total driver satisfaction.

DELOREAN-matchless detail for comfort and convenience

It's called a cockpit, and for a very good reason. Every inch of the DeLorean's interior space has been carefully planned to provide optimum comfort and convenience: fully adjustable seats and power windows; a tilting, telescopic steering column; double weather seals, air conditioning and a seven position dual system of total climate control; full instrumentation and dual electric remote side view mirrors; variable speed windshield wiper/ washer; extra storage space right behind the seats; centralized door locking and an AM/FM stereo cassette radio with a Dolby noise reduction system, electronic channel selection memory and digital frequency display. Truly an impressive array of standard features and equipment.

DELOREAN-engineered for total performance

It's more than just the end result of clever engineering and good workmanship — total performance is the absolute standard against which each individual DeLorean component must be judged. A good example of this is the special treatment of the all-steel backbone chassis. It is actually sealed in fusion-bonded epoxy to protect it from corrosion. Or the way the 35/65 rear weight bias enables fully independent suspension to combine with rack and pinion steering for fast, sensitive handling response that needs no power assistance. To really let you feel the road - not just follow it!

Nestled within the rear arms of the rugged backbone chassis, there's a healthy and fuel efficient 2.85 liter V6 power plant that employs Bosch K-

Jetronic mechanical fuel injection and develops 130 SAE net horsepower at 5500 rpm. So whether you've selected the standard full synchro 5 speed transmission or the optional 3 speed automatic, you're in for a thoroughly rewarding experience when you drive a DeLorean.

Performance also means a 4-wheel disc braking system for progressive, fade-free stopping power. NCT steel belted radials for sure traction when it counts. Both of which become an integral part of the DeLorean driving experience.

DELOREAN-where it all comes together

The DeLorean Motor Company's assembly subsidiary is situated on a carefully planned 72 acre site in Dunmurry, Northern Ireland. Five major structures comprising more than 650,000 square feet have been designed and equipped exclusively for the assembly and testing of the DeLorean. But extensive use of advanced production technology is not the plant's only distinction.

Worker environment has been a special consideration at the DeLorean plant, from initial design through to production today. Unlike the traditional assembly method in which each worker repeats a single, monotonous task again and again, DeLorean employees perform several different jobs as members of a team. The absence of congestion and assembly-line pits add to pleasant working atmosphere. This extra attention to the personal satisfaction and pride of accomplishment of the DeLorean labor force is clearly reflected in a most tangible way: the consistently superior quality of workmanship you can expect to find in every DeLorean.

Total comfort, total performance, total commitment ... totally DeLorean.

THE DELOREAN SPORTS CAR

The DeLorean sports car made its international debut in spring 1981 at the 51st Geneva Motor Show, Salon de l'Automobile. Following that historic event, DeLorean Motor Cars Ltd. sent out a press release on the car. Here it is in its original form — 15 years old... Hope you enjoy it!

GENEVA — The gull winged, stainless-steel-clad DeLorean sports car made its international debut here today at the opening of the 51st Geneva Motor Show, Salon de l'Automobile.

The DeLorean has generated a great deal of international attention during its gestation period due to both its unique styling and the involvement of the British Government in financing the operation, including the construction of a multi-million dollar manufacturing facility near Belfast in Northern Ireland. The British Government has invested, in the form of grants and loans, some 180 million dollars in the 250 million dollar project which is now bearing such spectacular fruit.

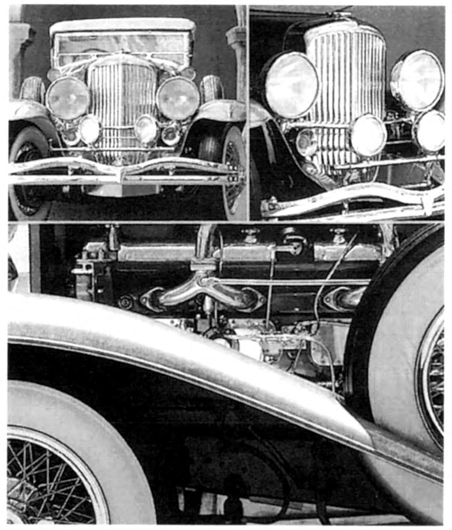
The DeLorean sports car, designed by Ital Design's Giugiaro, is a high performance car that is at the same time safe and economical to run. It is powered by a rear-mounted overhead-cam V-6 alloy engine manufactured by the Peugeot-Renault-Volvo consortium, the same engine that has seen life in Europe in the Renault 30 and Alpine, the Peugeot 604, and top-of-the line Volvos. And an engine that was the base from which the Renault turbocharged Formula 1 engine was derived. The transmissions, five-speed manual and three-speed automatic, are also from Renault.

The DeLorean will initially be sold only in the United States, with sales scheduled to start there next month, but will make its European debut sometime next year. The company is currently designating distributors throughout the Continent.

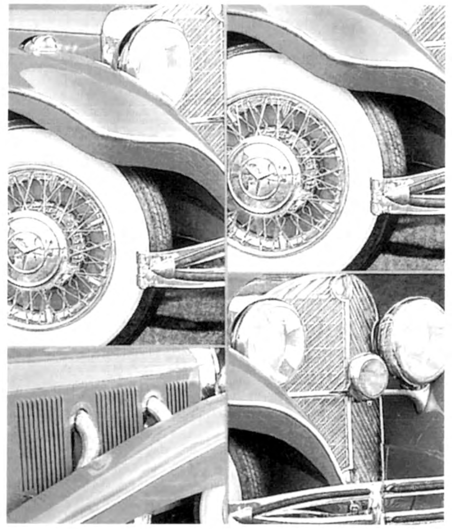
The car will be offered in only one version: fully equipped. Standard equipment includes air conditioning, stereo sound system, power windows, tinted glass, center locking system, leather seats, full instrumentation and of course the brushed stainless steel paneling and the gullwing doors.

The stainless steel is much more than a unique styling feature. As part of his desire to build an ethical car, a car that would not be both obsolete and worn out in a few short years, John Z. DeLorean, the ex-General Motors top executive who founded the young company just six years ago, turned to stainless steel for its incredible long life expectancy. And this theory of handsome durability is carried throughout the automobile. The steel backbone chassis, for example, is given a unique epoxy dipping to ensure its long life. And all the components that were brought together to form this unusual automobile, were selected with the same thought towards carefree maintenance and durability.

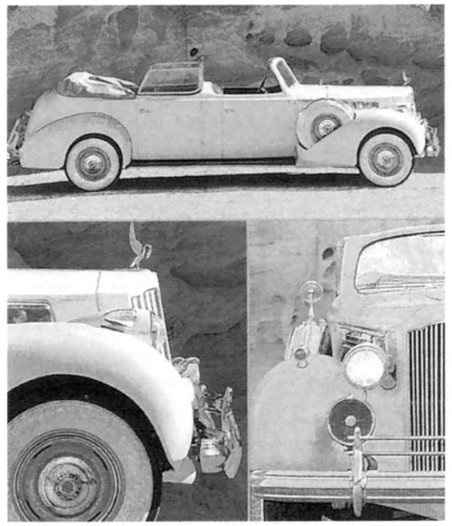
DeLorean, speaking on the occasion of his car's international debut in Geneva, said, "I always felt it was possible to build a car that embodied all the factors I feel are important: styling, performance, handling, durability and economy of operation. I think with this car we have reached all those goals."



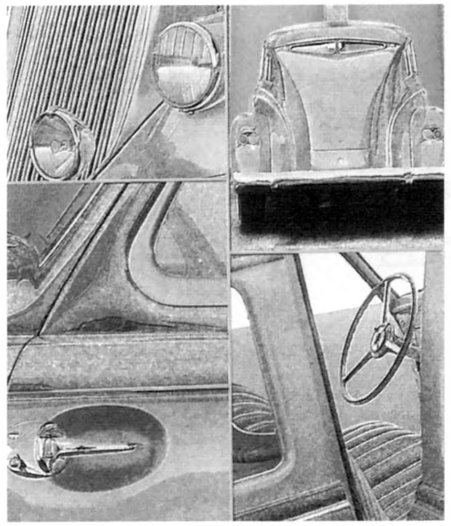
DUESENBURG



MERCEDES-BENZ



PACKARD



PIERCE-ARROW

ONE MAN'S ACHIEVEMENT = PLEASURE FOR MILLIONS

by Debbie Spurlin — Secretary/Publicity Director

After researching, corresponding, and visiting automotive museums all over the country, I find that at the top of my list, I still retain the Imperial Palace Auto Collection in Las Vegas, Nevada. I have visited the museum on several occasions, and find it to be ever changing and enjoyable with each visit. Through all this, I guess I'm learning a lot about cars, in general and specifically with certain favorites, far more than I ever was aware of wanting to know. But, it's giving me an insight into a whole new world, and I find the world complex and fascinating.

The Imperial Palace Hotel, Casino and Auto Collection are all owned by one man, Ralph Engelstad. Quite an accomplishment! He was born in Thief River Fork, Minnesota in 1930, and purchased his first automobile at the age of 19 — a 1939 Ford two door sedan. He worked for years in the construction business, and in 1971 he had the opportunity to purchase the 176-room Flamingo Capri Hotel — strategically located opposite Caesar's Palace. Because of his strong construction background, Mr. Engelstad was able to turn the hotel around with gradual expansions to the facility.

It remains the only privately owned major hotel on the Las Vegas strip, and ranks as the 8th largest hotel in the world overall. The automobile collections is one of the largest privately owned collections in the world, and is toured by over 400,000 guests each year. The collection is in a 65,000 square foot facility which displays over 200 vehicles at all times, some on a rotating basis. The Collection itself consists of well-over 600 vehicles, and is constantly growing and changing. It was officially opened in December, 1981, and was founded by the Imperial Palace. In addition to automobiles, the collection features fire engines, trucks, buses and horse-drawn carriages. A bright red carpet leads you on your way to tour the museum. Many of the cars on display are shown with their hoods open to show the pristine engine beneath. Throughout the museum there are colorful murals and displays depicting scenes relating to the time period of the automobile. You will find many of the cars were owned by celebrities of all sorts including Presidents, and several other world leaders.

With the ongoing expansion of automobiles, the Collection is forced to house many of its' cars in auxiliary storage areas (I believe there are currently 6 such area), prior to their restoration and display. Another facet of the Collection is its' restoration shop. This is a 25,000 square foot facility encompassing separate areas for body work, upholstery repair and mechanical repair. A great many of complete ground-up restorations have been executed in this facility; the Collection's Mercedes Benz G4 being among the most difficult. The restoration facility has a warehouse alongside it. Here you would find thousands of parts — everything from hood ornaments to complete engines.

The direction of the museum has changed a couple of times. Mr. Engelstad's original dream was to have an automotive collection exclusively of Fords. He bought his first collector car in March, 1979 — a 1929 Ford Model A Roadster. This was to be the nucleus of the museum. His plan called for the purchase of one example of every model and year produced by the manufacturer, some 241 cars in all. Due to being overburdened by the demands of the growing hotel and casino, he was unable to purchase a second vehicle until November, 1980. After that, he became a common sight at collector car auctions around the country. As time went on, he became enchanted with owning many of the antique, classic and special-interest automobiles produced all over the world. This appreciative interest changed the focus of the museum. He had included a 1981 DeLorean in the Collection, with a total of 454.6 original miles on it. But, I recently learned that the DeLorean has now been sold to another party.

One of his prized vehicles, an extremely rare 1938 Mercedes Benz G4 Gelandewagen, was truly a challenge to obtain. He ended up purchasing Hollywood's venerable Pacific Auto Rental which included the entire company and its 128 cars — just to get the desired Mercedes. Later he obtained the 1936 Mercedes Benz Special Roadster. Mr. Engelstad considers this vehicle to represent the spirit of the collection.

The direction of the Collection has changed recently to target the absolute cream of the automotive crop. It now encompasses one of the world's largest collections of Duesenbergs, American Rolls Royces and late-thirties Mercedes Benzes. One fairly new addition to the red-carpet tour is a visit to the Duesenberg room. This houses and displays the world's largest collection of Model J Duesenbergs. One end of the room has a large bar (complete with bartender), and several sets of small tables and chairs. This room plays host to several automobile organizations and clubs during each month.

The museum is open seven days a week, from 9:30 a.m. until 11:30 p.m. It is located in the parking complex (fifth floor) of the Imperial Palace Hotel and Casino, at 3535 Las Vegas Blvd., Las Vegas. There is an admission charge, and you can take all the photos you want. Upon entering the museum (before the red carpet path), you'll be in their expanded gift shop. It features a large array of automotive books and memorabilia. So, if you happen to be in Las Vegas, why not join the over 400,000 visitors each year, and see a lot of beautiful machines in pristine condition. It's somewhat a trip down memory lane with the most chic and stylish automobiles to guide your way.

Cowboy actor Tom Mix's 1937 Cord

Legendary movie great James Cagney is shown beside his 1930 Model J Duesenberg, on display.

CAR B-QUE

by James Espey

Wild Friday night in Nashville, what to do, what to do? While some Expo attendees decided to check out the Grand Ole Opry, some of us decided a "cruise night" with some of the locals would be fun. John Andretti's "Car-B-Que", located across the street from the Opryland Hotel invited us to bring some cars over for their Friday night "shine and show" amongst the hot rods, Chevelles, Mustangs and GTOs. "Great," I thought to myself, "we won't be TOO conspicuous." In anticipation of our arrival, Car-B-Que manager, Gavenn Ross saved the best spots for us right in front. Two unconfirmed cases of whiplash were reported as eight DeLoreans pulled into the parking lot, lights on and doors up. It was amazing to stand at a distance and watch people gravitate to the DeLoreans – undoubtedly the big hit that Friday night!

It's nearing midnight, and the Car-B-Que is closing up – but half of the DeLorean contingent is just warming up! We decide to cruise the club district in downtown Nashville, evidently a big cruise area on the weekends. "When was the last time the good folk of Nashville got to see a flock of DeLoreans?"

So there we are, Micah Fryman, Dennis Schliekau, John Spangler (in Randall Busch's DeLorean from Iowa) along with Lori Breer and myself, catching eyes and turning heads on 1st Avenue when "whoosh!" a plume of steam erupts from the back of car #3 (we won't reveal the unfortunate victim). But hey, no problem, we were all at the tech seminar this morning right? Having driven from Arizona, my car is full of tools and two gallons of antifreeze – practically the DOA equivalent of the AAA!

We all put our heads together (bonk!) Where to start? Hoses look good? Yep. Water pump belt still there? Ditto. Cooling fans working? Bingo. Check the fuses in cooling fan relay jumpers. Both are good. Hmmm. Now what?

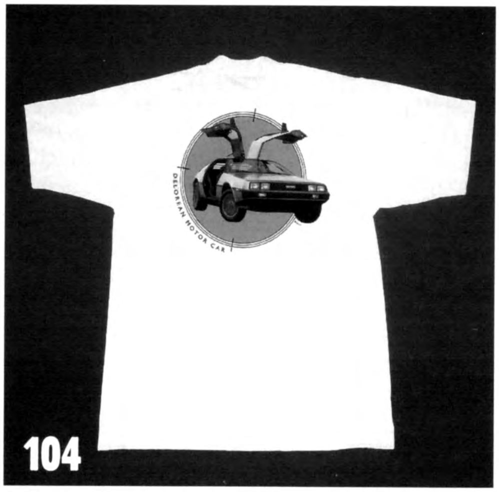
Meanwhile ... in between poking around in the fuse compartment and engine compartment of car #3, all of us were answering questions from the crowd – Is that a Lamborghini? Where's the flux capacitor? Are you with the convention that I read about in today's paper? How do you clean that? How much do those cost now? How fast does it go? Did you really drive here from Arizona/Michigan/Illinois/Iowa? – next time we'll print up a "Frequently Asked Questions" sheet and just pass them out instead!

It wasn't long before Micah Fryman remembered that Rob Grady had talked earlier about the thermo time switch, and by jumping the terminals we could get the fans running again! Into my trusty DeLorean traveling toolbox we dove and came out with heavy gauge wire, two crimp on connectors and we had those fans spinning again. We added a little more coolant mixed with three or four pitchers of water courtesy of the bar we were stopped in front of, and we were off and running.

Special thanks goes out to those who joined us at the Car-B-Que and cruising downtown! For a last minute, late-night idea, the turnout was great! We're looking for something similar for next year's Expo in Aspen – everyone is invited and I'll bring the tools if you'll bring your DeLorean, okay?

MEET THE WILD ONES!

102



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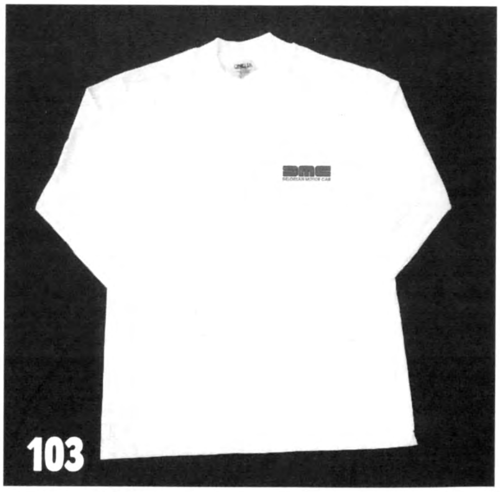

103

White, heavyweight, 100% cotton shirts.

Meet our brand new line of DeLorean shirts. From the unique DMC logo on the front to the colorful, flying DeLorean on the back, these high quality winners have the brightest, wildest graphics we've ever produced. Every DeLorean fan will want at least one.

102 – 3-Button Henley Short Sleeve Shirt – M, L, XL, XXL.$25.00
103 – Long Sleeve Mock Turtleneck Shirt – M, L, XL, XXL.$15.00
104 – Short Sleeve Tee Shirt – M, L, XL................................$15.00

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"I told him the truth and he slammed down the phone."

Ed Bernstein - DeLorean One

Here's what happened. A gentleman called me the other day and wanted to order a fan failure warning module and a cool fan changeover relay. I asked him a few questions then advised him he should get an electronic relay update kit instead, which costs a bit more.

I could tell he thought I wasn't really leveling with him because others had told him he only needed a module and a relay.

I explained to him the reasons he needed the kit and he slammed down the phone.

Sure, I could have sold him the wrong part. That would have been easy, but it wouldn't have done the job for him and he would have had more problems later.

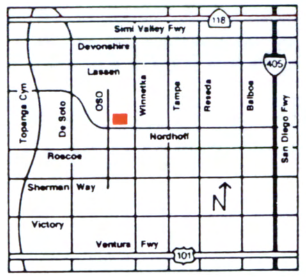
I know my abruptness has earned me a reputation with some as being, well…abrupt. But when it comes to your wallet and your safety, I just can't lead you down the wrong road.

Whether it's a part, a tune-up or a full restoration, you'll get the truth from us even if it isn't always the easiest road.

Our custom hauler is always on the move.

More and more Delorean owners across the country are having us pick up their cars in our enclosed hauler so we can bring them in and repair them right.

All DeLorean parts and accessories shipped anywhere in the world.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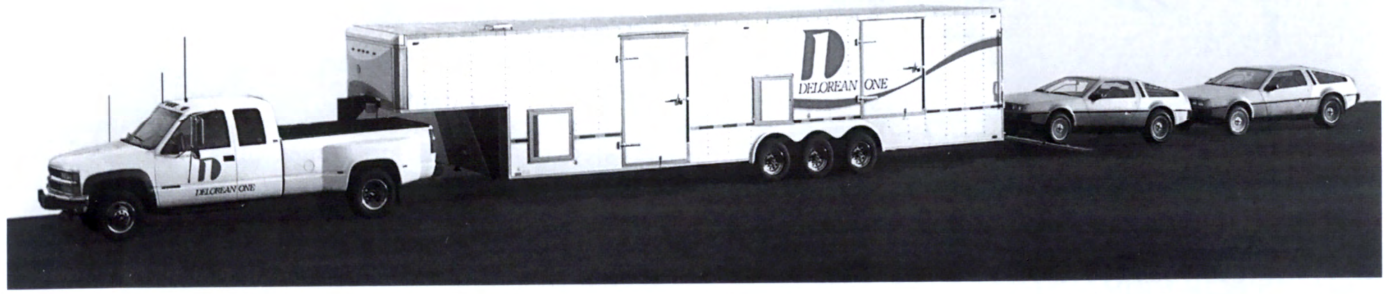
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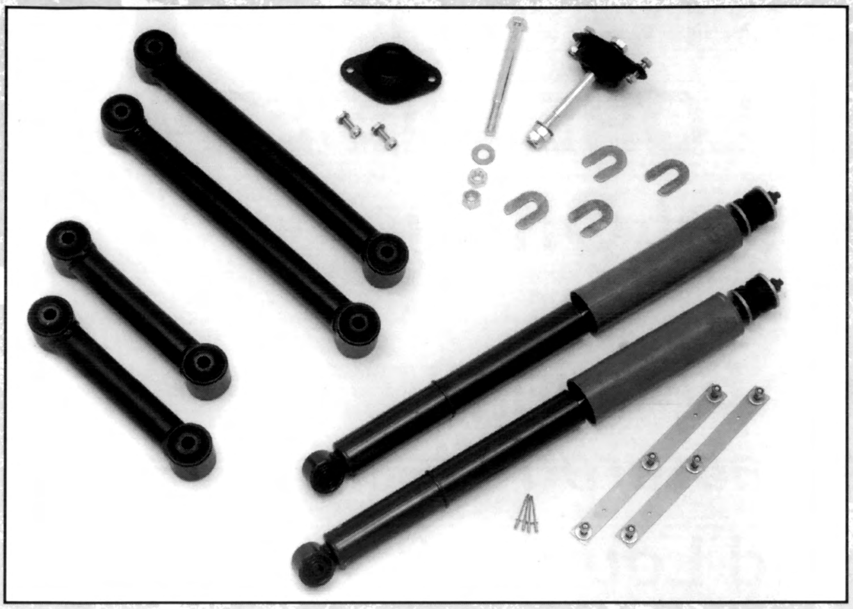
Rear Suspension Parts & Bushings



If your “rear end” wiggles, clunks or otherwise misbehaves here are some of the parts you may need. **Tech Tip:** Trailing arm pivot and bushing bolts should be double nutted as pictured above or they’ll need to be checked frequently.

106883G	Pivot Bolt, Trailing Arm (2 per car) Incl. washer and nuts	**$14.80** ea
106716	Bushing, T/A Pivot (2)	**$18.25** ea

106680	Shim, Rear Alignment (max 5 per side)	**$2.94** ea
116716G	Pivot Bolt and Bushing Kit (2) Includes mounting bolts, nuts and washers. Uses double nut method to avoid loosening and includes our installation sheet with setup advice.	**$34.50** per side

The trailing arm “air deflectors” or shields that keep road debris out of your rear suspension are secured by headless studs that make shield removal a major hassle. These all stainless brackets and fasteners make periodic rear toe-in adjustments and pivot bolt checking much easier to access.

110811G	Stainless Mounting Bracket Kit, T/A Shield Includes mounting brackets with stainless locknuts and washers Instructions included. **Lifetime warranty.**	**$32.95** pair

If your rear link arm bushings are torn we recommend replacing the complete arm as new bushings are expensive and difficult to install.

101041	Upper Link Arm (2)	**$117.48** ea
101042	Lower Link Arm (2)	**$117.48** ea
100408	Shock Absorber, Rear	**$69.83** ea
110408	Shock Absorber, Rear (2)	**$134.70** pair

Information You Can’t Afford To Be Without

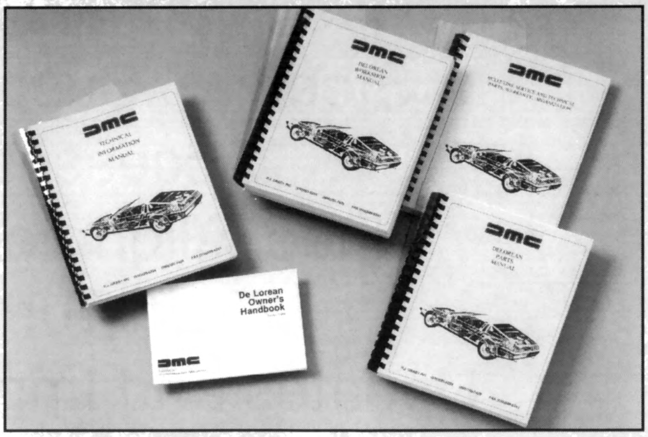
These reprints of the original factory manuals and bulletins are essential reading if you do some of your own repairs. You will also need these manuals if your mechanic doesn’t happen to be a DeLorean specialist or you may be paying for his education!

P1105010G Parts Manual **$42.00**
Illustrations with “exploded views” make parts identifying and ordering easier...saving you time and aggravation. Also a great assist for disassembling and reassembling.

P3113096G Workshop Manual...................... **$48.00**
A must for serious repair work. Includes specifications diagnosis, disassembly and overhaul procedures, electrical schematics and system overviews.

P4104010G Factory Bulletins........................ **$32.00**
Includes service, technical, parts and more. Important reading if you want to make sure your car has the needed safety recalls, bulletin and parts updates.

P1131410G Three Book Set **$115.00**
Factory Bulletins, Workshop and Parts Manuals



P2105011 Owners Handbook.................. **18.95**
Many owners don’t even know their steering column is adjustable!. Keep it in your glove box for quick reference.

P2106050G Technical Information Manual **$27.50**
Condensed version of the workshop manual that is a great starter manual for the DIY’er or casual mechanic. Fits in locking storage box.

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Got The Angle Drive Blues

Too many DeLorean owners suffer from the "Angle Drive Blues". These people absolutely positively cannot keep their speedometers working ... even overnight! The answer lies in one word **...LUBRICATION** (see tech tips). Since your speedometer takes its drive off the left front wheel problems usually begin there and work their way towards the speedometer. Here's what's in between the wheel and the speedometer itself.

105104 Adapter Cup, Speedo Angle Drive **$7.69**
Secures angle drive cable to front wheel. Replace when square cable drive area shows signs of wear or when replacing a damaged angle drive.

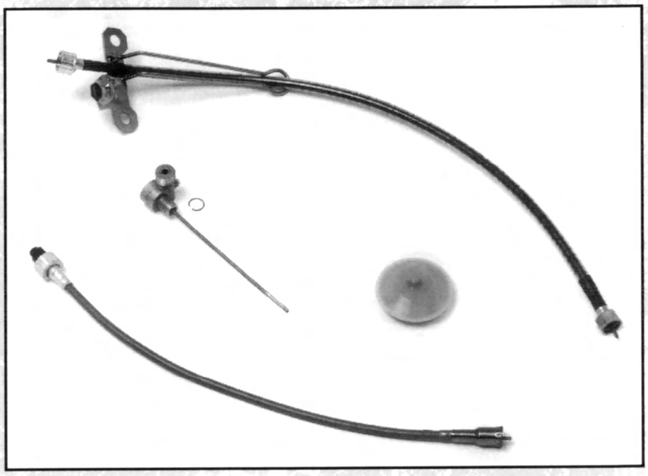
106130G Speedometer Angle Drive (with lock ring) **$138.50**
Most failures begin here. Periodic lubrication is the only way to attain reasonable service life (see tech tips).
Reconditioned Angle Drives also available - **Call for Information**

106938G Lock Ring, Angle Drive **$3.13**
Needed when replacing an angle drive.

111412G Lower Speedo Cable (26") **$58.75**
Late style short cable supersedes longer cable before Vin# 005179 and provides straighter path to speedometer. Use with 110528 cable support bracket to maximize service life.

110528 Support Bracket, Lower Speedo Cable **$16.75**
Guides lower cable past the front tire to avoid rubbing or kinking. Introduced as of Vin# 005179, recommended for all cars if missing or broken.

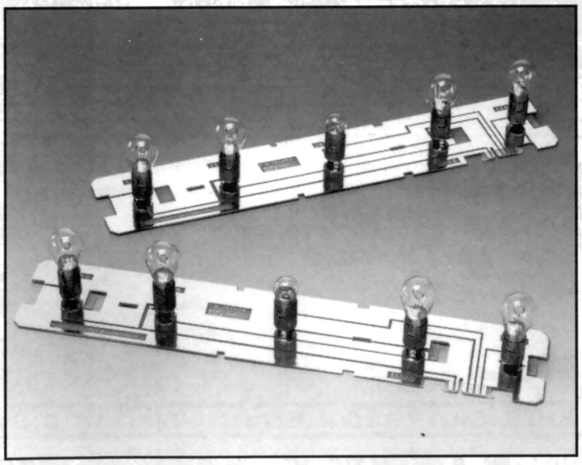
101604 Upper Speedo Cable **$61.83**
Failure of this cable is rare but if you need it we still have a limited supply.



Tech Tips:

Every year or 4000 miles remove left front wheel and adapter cup and lubricate angle drive cable with spray grease. Apply small amount of wheel bearing grease to cable end protruding from stub axle and refit cup. Remove set screw from angle drive housing and inject oil with a pump type oil can with suitable tip or piece of 1/4" ID hose. Lower cable can be lubricated by disconnecting housing end from lambda counter inside car, removing speedo core and injecting a pump or two from your oil can. Check core and housing for kinking or rust near wheel area.

Tail Light Circuit Boards Guaranteed To Last A Lifetime



DeLorean tail lights, especially the brake and running lamps, are notorious for dim and inconsistent lighting. Worse yet, they often cut out completely only to unexpectedly reappear moments after failing a state inspection or being given a warning by the local police! The cause is poor design and assembly of the circuit boards that hold and operate the light bulbs. Over the years we tired of patching up faulty board connections and decided to redesign them. Starting with a clean sheet of paper we worked on what I call the three "C's"; conductivity, connection quality and corrosion resistance.

First introduced in 1990 our board features a more efficient layout, better materials, 24 karat gold plated harness contacts and an anticorrosion coating for extra protection. To this we solder spring loaded plunger type sockets fitted with high intensity "Osram" bulbs.

The result is brighter more uniform illumination that is virtually immune to age and the elements. Our board remains the only **"INDUSTRIAL STRENGTH"** board available that has an incredibly reliable track record to match the lifetime warranty.

101488G	Tail Light Circuit Board (With Bulbs)	**$59.75**
111488G	Tail Light Circuit Boards (With Bulbs) (Pair)	**$109.50**
116272G	Black Stainless Tail Lamp Screw Kit (12)	**$14.88**

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043	**Association Giant Umbrella.** 54" gray nylon with black logo. Black shaft and handle	**$20.00**
002NB	**Association Sport Cap.** Natural brushed 6-panel cotton twill with black brim.	**Reduced to $10.00**
002	**Baseball Cap.** Black, white or gray	**$8.00**

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101	**15th Anniversary Collector Plate.** New Limited Edition numbered plate with DeLorean on front and inscription on marquee on back. Only 100 made. Be the first to own one	**Only $25.00**
102	**Henley Sport Shirt.** White cotton 3-button shirt features distinctive DMC logo on front with colorful silk-screened flying DeLorean on back. Available in **M, L, XL & XXL. New!**	**Only $25.00**
103	**Long Sleeve Mock Turtle Shirt.** New white cotton shirt features distinctive DMC logo on front with colorful silk-screened flying DeLorean on back. Available in **M, L, XL & XXL**	**$15.00**
104	**Short Sleeve Tee Shirt.** Same design as on Henley and Mock Turtleneck shirts **M, L, XL & XXL**	**$15.00**
068	**"DeLorean Gold Portfolio" book**	**$24.95**
063	**"The Delorean - 1977 to 1993" book**	**$16.95**
052	**DeLorean Note Pad.** 50-sheet pad with DeLorean car at top (4" x 6")	**$1.50**

ASSOCIATION SPORT APPAREL

003	**Members Only Sport Jacket.** Black Nylon with Gray trim. **L & XL. Sharp!**	**$54.00**
	XXL	**$60.00**
057	**Black Cotton Knit Sweater. M, XXL, XXXL**	**$28.00**
010	**Polo Sport Shirt.** 100% cotton with embroidered logo. Red only. **L, XL**	**$28.00**
	Red and white. **XXL**	**$30.00**
011	**Silver Polo Shirt.** Poly-cotton with embroidered logo. **L, XL**	**$20.00**
016	**Long-sleeve Sweatshirt.** Black, silver, or white poly-cotton with large logo. **M, L or XL**	**$25.00**
	XXL	**$28.00**
006	**Short-sleeve Tee Shirt.** Black or silver poly-cotton. **M, L, XL**	**$12.00**
	XXL & XXXL	**$15.00**

ASSOCIATION LOGO ACCESSORIES

031	**Chrome Car Badge**	**$12.00**
032	**Dash Plaque**	**$5.00**
033	**Leather Key Ring**	**$5.00**
018	**Embroidered Patch**	**$3.75**
024	**Cloisonné Lapel Pin**	**$3.00**
028	**Business Card Magnet. 3 for**	**$2.00**
065	**Member Window Decal**	**$1.25**
053S6	**Silver Stickers. 6 for**	**$1.00**

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044	**Association Logo Paperweight** Heavy, clear, slant-top lead-crystal paperweight	**$50.00**
060	**Association Logo Watch** with brown leather band. Brushed Stainless Look!	**$27.00**
051	**Quill Duratone Logo Pen.** Textured gray with Association Logo on slant-top. **Sharp!**	**$15.00**
061	**Lucite Desk /Travel Alarm Clock**	**$15.00**
047	**On-the-Rocks Logo Glasses.** Set of 4	**$15.00**
045	**Association Tote Bag**	**$7.00**
050	**Logo Wine Glass**	**$5.00**
062	**Black Ceramic Logo Mug**	**$8.00**
027	**License Frame** "My Other Car is a DeLorean"	**$5.00**
054	**Bic Rollerball Pen.** Charcoal	**$1.50**

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See it in color on the World Wide Web at:
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Many times over the years I've wished for a nice poster of the DeLorean–just a clean, original DeLorean in a nice setting. I finally ended up making it myself. The car at left is my personal DeLorean, #10570, built in December of 1981. It's nearly all original and was a concours competitor at Expo 1996 in Nashville, Tennessee.

You can own one of these posters yourself. The actual printed poster is approximately 20" x 28", printed on a heavy 100# coated paper in brilliant full color with a special aqueous coating. All orders are shipped rolled in a mailing tube to ensure safe delivery. Also included with each order is a bonus 5x7 inch "mini-poster" of the same photo - perfect for your desk, locker or wherever.

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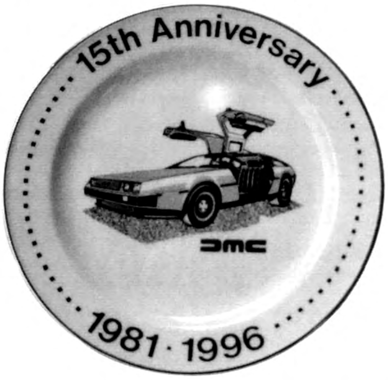

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The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37): The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
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- 0–60 mph .... 6.3 seconds
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REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

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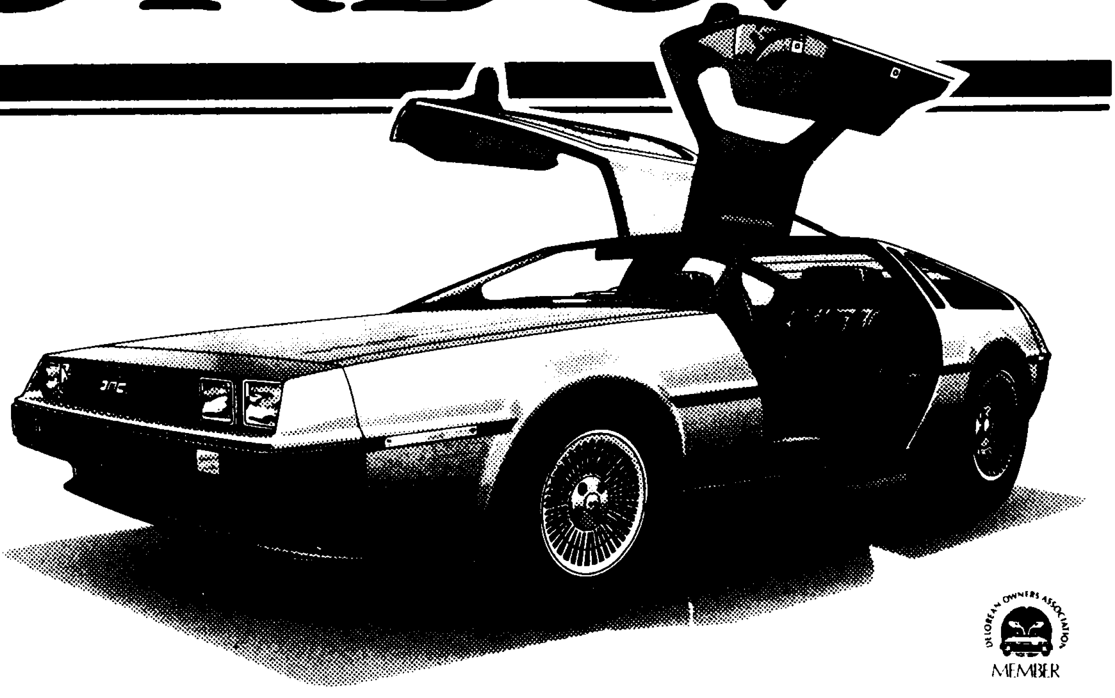
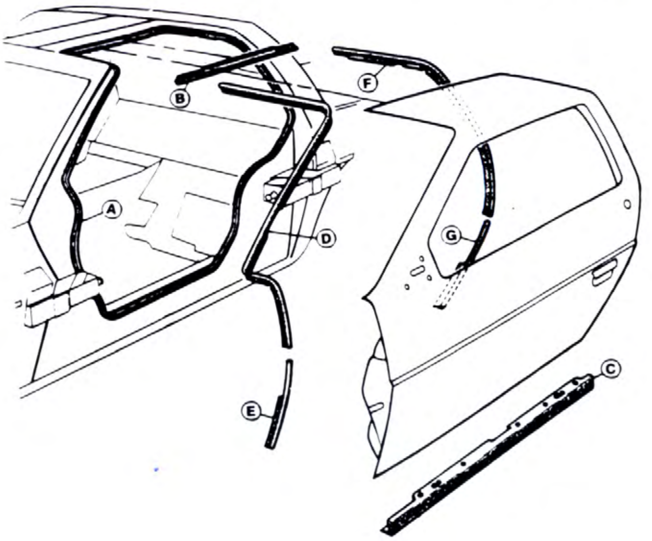


MEMBER

Order now, and get your DeLorean ready for Spring!

THREE REASONS TO REPLACE YOUR WORN WEATHERSTRIPPING



First, you'll be surprised how many rattles you'll get rid of when you install fresh, new, pliable weatherstripping.

Second, damaged weatherstripping can allow water to enter and ruin the roof system, doors and other interior areas.

Third, ratty looking, old weatherstripping just looks "clunkerish"

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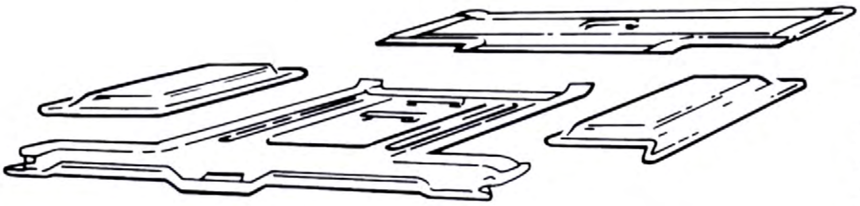

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